

# THE MAUI NEWS

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## THE BIGGEST NEED OF MAUI

If somebody told you that fifty percent of the contagious diseases of Maui were leprosy and typhoid you would let out a large howl and you and your neighbor would be walking around with long faces and scared stiff because you might get it. But instead of this percentage for those contagious disease, the fifty percent each year is tuberculosis and tuberculosis, like the poor, we have always with us. The deaths on Maui each year from this contagious disease, which is every bit as deadly as typhoid or leprosy, is over seven times what is from the two latter diseases. According to the physicians who have their hands on the disease pulse of the county, it kills more than three times as many people as does cancer.

Maui people let me tell you a few facts. In 1915-16, 120 new cases on Maui; 1916-17, 154; in 1917-18 146 new cases reported and 1918-1919, 152. The last three years show that tuberculosis on Maui has been held at a certain point BUT IT DOESN'T SHOW ANY DECREASE IN THE DISEASE.

Since the establishment of Kula Sanitarium ten years ago it has cared for 540 cases,—all it could handle. Within the past six years there have been reported 570 cases of tuberculosis on Maui. This means that in spite of all efforts of Kula Sanitarium there have been over one hundred cases which could not be sent to the sanitarium for treatment. Why? BECAUSE THERE WAS NO ROOM! And because there was no room these cases have had to circulate around among the healthy people.

A movement is on foot to start a campaign for the doubling of the capacity of Kula Sanitarium in order to take care of as much of the white plague cases of Maui as possible. The County has done all that it could do—in fact it has been generous to an extreme in providing for this institution which it realized was so necessary to the health of Maui—but the County is limited. When considered with other communities the efforts of the County of Maui as regards appropriation of money for institutional buildings and maintenance is far and away ahead of any other county in the islands.

This campaign will be launched on August 18th to raise \$75,000 with which to double the capacity of Kula Sanitarium. It is to the interest of every citizen on Maui to dig down into his pocket and her purse and give as much as can be spared for this necessity to the community health. The influenza epidemic which swept the world,—and didn't leave the Territory of Hawaii out in the sweeping,—has added many to the lists of the great white plague victims. You may have need for the services of Kula Sanitarium yourself some day, or some member of your family. Imagine the hopelessness of your heart if such a need went uncared for, because there was no room for you or your loved ones?

The first law of the community is the health of that community, and what avails all your money, all your education, if your health is gone—if your community is a plague spot? Be ready when the campaign opens—start to save now, and as Henry P. Davison said about the Red Cross giving,—give till it hurts. This Sanitarium of your county is of as much importance to your family as the Red Cross nursing service was to the soldiers—as a matter of fact the fight against the great white plague is one of the largest which is yearly being waged by the American Red Cross through its Anti-Tuberculosis Bureau.

And while you are conning the foregoing facts, remember they are the reports of the KNOWN CASES ONLY. No one knows the exact number of cases in the county, except that the nurses and the doctors do know that they are far and away beyond the number reported.

## SENDING THE OTHER MAN TO TAKE RISKS

One foggy day last week in the City of New York, several air mail pilots, taking observations from the air, decided that it was too perilous to risk starting with the mail airplane at the hour the mail was scheduled to leave. For this they were dismissed and the rest of the air force went on strike as a protest.

We all know that the U. S. Mail has precedence over everything else, and we have read many a thrilling tale of how a mail messenger braved the rigors of blizzards, floods, cloudbursts and Indians in order to get the mail through. Their deeds have brought fire into our eyes at the heroism displayed, and from our childhood we have harbored the notion that the mail must start and go through, no matter what danger. But those early pioneers were on solid ground.

Probably the man who ordered the air pilots to take the air mail into the clouds regardless of their protests was imbued with this same idea, and his devotion to the cause of the mail delivery is commendable. But even the most devoted servant to duty must use judgment, and he made his mistake by a too zealous attempt to perform his end of the deal. It is easy for a man to sit at a desk and send another man out on a hazardous errand, even when the other man points out that he may lose his life in the doing. Although great strides have been made in the conquering of the air, it is not entirely conquered, and we believe the Post Office department had best trust to the judgment of the air pilots who know the currents and conditions which they have to encounter in guiding the mail to its destination, rather than to insist upon the keeping of a certain fixed schedule, which perhaps would mean in the long run the entire loss of the mail, machine and man. A good cure for the official who was so insistent would be to take him up in one of the airplanes in a puffy wind and let him enjoy (?) the rocking of the plane on the air waves. If he is at all a timid soul, we are sure that when he came down he'd have considerably more respect for his air pilots' judgment than he now entertains.

## WHERE WE LOST OUT

Imports of foreign merchandise into the United States for the eleven months ending with May 31st amounted to, in round numbers, \$2,803,000,000, or \$118,000,000, more than for the corresponding period of last year. Yet with imports mounting to hitherto unheard of figures, Mr. Wilson gravely says: "There is, fortunately, no occasion for undertaking in the immediate future any general revision of our system of import duties."

No, Mr. Wilson, the figures indicate that there is no possibility of any very considerable importations, and it is also true that we have no pressing need of revenue. But if we did need additional revenue, the half billion dollars more of revenue which the United States Treasury would have received for customs duties had the Payne-Aldrich Act instead of the Underwood Act been in force during the period in question, would have come in mighty handy. Wouldn't it, Mr. Wilson?

## UNPLEASANT BUT TRUE

The allegations made by Lorin Andrews and Chester Doyle, in interviews in the coast papers, as to the drunkenness prevalent in this Territory, appears to have touched a sore spot in the hides of both our daily papers. Both individuals are denounced in all the moods and tenses for daring to besmirch the fair name of these islands, and for telling what we all know to be approximately the truth as to this particular matter. The morning paper does not mince words in its characterization of Andrews as either a liar or blinded by prejudice (you pays your money and you takes your choice); while the evening paper goes its morning relative one better and mildly suggests that Andrews be ostracized. In both these reckless editorial ebullitions of denunciation we have nothing but abuse, with not the slightest attempt to disprove the following statements attributed to Lorin Andrews:

"Hundreds of Hawaiians, Japanese, Koreans and even whites are becoming totally blind from drinking okolehao. Thousands of gallons of it are distilled each month, and though the federal official make raid after raid, it has had little effect. There is more drunkenness in the islands now than before they went dry. At every celebration or entertainment in Honolulu 50 per cent of the people attend under the influence of liquor. During the last legislature many of the members were continually intoxicated. Moonshining is becoming one of the chief occupations of the islands. Prohibition has lost thousands of dollars to the sugar plantation owners. Employees who went on their usual sprees Saturday and Sunday were sober enough to report for work Monday, but after prohibition set in, the okolehao drinkers seldom appear before Wednesday of each week."

As to the truth of the above statements, the best answer is found in the columns of both daily papers, wherein scarcely a day passes that one does not find accounts of the discovery of okolehao stills or of some seizure of the vile stuff. The number of these stills and their intense activity indicate a strong demand for the stuff and evidence that large quantities of okolehao are being consumed by the laboring classes and those least able to afford it is not wanting on all sides. Recently Mr. Kennedy, of the Inter-Island, complained that his steamers were being put out of commission because of the drinking of okolehao by the various crews of the steamers, and he cited as an instance that the Mikahala was held up at Hilo for several days because her crew was unable to work, through drunkenness, thereby holding up a large freighter waiting to take on sugar.

We have the authority of Judge Lightfoot, of the district court, for the statement that there is more drunkenness in the city right now, and more cases coming to the court as the result of drunkenness than was the case when Honolulu was a wide open town. The increased drinking of okolehao is proving the means of sending many people to the insane asylum, besides afflicting many others with blindness, etc.

All these facts, of course, do not furnish any good argument against prohibition, but they do furnish strong reasons why the Federal authorities should take the situation in hand, and provide the men and the means to put an end to the manufacture of okolehao.

In this connection it might be well to draw attention to the fact that practically all the okolehao made in these islands is produced by Japanese, and that okolehao can be bought openly in practically every Japanese taxi stand in the city. The proper thing to do with all Japanese thus caught violating our American laws would be to deport them to Japan, where they could exercise their ingenuity by making all the okolehao they desired.

The facts in this matter should be faced fairly and squarely. No good can come from unwarranted denunciation and abuse.—New Freedom.

## PROGRESSIVE IMPROVEMENT

An item in a Honolulu paper states that Colonel Newcomer recently declared that Kahului harbor would be finished in a year, or sometime next year. Which is good news for Maui, and we are glad to hear it. Now if we had another dock in Kahului bay, or a bigger dock, which would be an encouragement for the big boats to lay in alongside of, Maui people would feel as though she were progressing. It is improvement of this sort that Maui needs. Hana is on the way to getting a good up-to-date dock. The wheels have been set in motion and have actually taken a grip on the road to the improvement of Lahaina in the matter of docking facilities, which we don't begrudge to her a bit. But Kahului feeds the whole western end of the island and stands a chance of becoming a busy port—provided there are the means to handle the business. No bay ever became useful without docking conveniences, and boats won't come where there are no docks—first because it is inconvenient and second because they haven't time and third because the delays necessitated by inadequate facilities upset the sailing schedules. Now let's all get together and have space for two steamers alongside Kahului wharves loading sugar AT THE SAME TIME, instead of only one dinky little wharf where one boat has to be towed out into the stream to make room when another boat comes in.

## SOME OBJECTIONS

Japanese jingoes object to the treaty because the League of Nations will be controlled by Anglo-Saxon nations, and advocate an oriental league. Senator Reed objects to the League because it will be dominated by the colored races. Senator Fall objects to it because the Catholics will be in control. Senator Sherman objects to it because President Wilson has been instrumental in bringing it about. Senators Lodge, Knox, Borah, Poindexter, and Johnson objects to it because such opposition brings them into the spotlight, and may lead to a Presidential nomination. As opposed to these formidable forces there appears to be nothing; that is, nothing but the will of the people of the country, who want the League because it is the greatest world organization ever attempted and has within it the germ of the federation of the world.—The (N. Y.) Public.

## MUCK!

Professor Karl Muck is to be deported. After he has lived a year or two back in that dear Germany, says the Columbus Dispatch, he will probably come to realize that "The Star Spangled Banner" is pretty good music after all.—Service.

There is much talk these days of "Tariff Hearings." But the working people of the U. S. A., will express themselves at the next election in a way that will be loud enough to be heard. Mark our words.—American Economist.

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## Time Table--Kahului Railroad Co.

Daily Passenger Train Schedule (Except Sunday)

The following schedule went into effect November 18, 1918.

TOWARDS WAILUKU						TOWARDS HAIKU					
9	7	5	3	1	Distance	Distance	2	4	6	8	10
P.M.	P.M.	P.M.	A.M.	A.M.	Miles	Miles	A.M.	A.M.	P.M.	P.M.	P.M.
5 33	3 30	1 25	8 35	6 35	15.3	A. Wailuku..L	6 40	8 40	1 30	3 35	5 38
5 23	3 20	1 15	8 25	6 25		..A	6 50	8 50	1 40	3 45	5 48
						A. Kahului..L					
5 20	3 17		8 20		12.0	..A	6 52		1 42	3 47	
5 10	3 07		8 10			A. Spreck..L	7 02		1 52	3 57	
5 09	3 05		8 08		8.4	..A	7 03		1 53	3 58	
5 00	2 55		8 00			A. Elsville..L	7 12		2 05	4 10	
					5.5	..A					
4 58	2 53		7 57			A. Paia..L	7 15		2 07	4 13	
4 52	2 47		7 52			..A	7 20		2 14	4 19	
					3.4	A. Hama..L					
4 51	2 46		7 50			..A	7 22		2 15	4 20	
4 45	2 40		7 45			A. Kuapoko..L	7 30		2 23	4 28	
					1.4	..A					
4 44	2 39		7 44			A. Pauwela..L	7 32		2 25	4 30	
4 40	2 35		7 40			..A	7 36		2 30	4 35	

## PUUNENE DIVISION

TOWARDS PUUNENE				TOWARDS KAHULUI			
3	1	Distance	STATIONS	Distance	2	4	
Passenger	Passenger	Miles		Miles	Passenger	Passenger	
P.M.	A.M.			Miles	A.M.	P.M.	
2 50	6 00	.0	L. Kahului..A	2.5	6 22	8 15	
3 00	6 10	2.5	A. Puunene..L	0	6 12	8 05	

- All trains daily except Sundays.
  - A Special Train (Labor Train) will leave Wailuku daily, except Sundays, at 5:30 a. m., arriving at Kahului at 5:50 a. m., and connecting with the 6:00 a. m. train for Puunene.
  - BAGGAGE RATES: 150 pounds of personal baggage will be carried free of charge on each whole ticket, and 75 pounds on each half ticket, when baggage is in charge of and on the same train as the holder of the ticket. For excess baggage 25 cents per 100 pounds or part thereof will be charged.
- For Ticket Fares and other information see Local Passenger Tariff I. C. C. No. 3, or inquire at any of the Depots.

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